Our Kills

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REPORT

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone) DATE DISTR. 13 Feb. 1952 SUBJECT NO. OF PAGES Dieselmotorenwerk Restock: Installations, 2 Production, Personne Decument No. No Change In Class. PLACE NO. OF ENCLS. Declassified **ACQUIRED** Class. Changed To: TS 25X1 DATE OF Auth.: HR 70-2 SUPPLEMENT TO INFO. DRT NO. Date: ___ 25X1

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THIS IS UNEVALUATED INFORMATION

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- The Dieselmotorenwerk Rostock (VVB Hockseeschiffbau) comprises two plants. Plant I on Luebeckerstrasse, the former Heinkel Works, and Plant II on Schwaansche Landstrasse, the former State Railroad Repair Works (RAW-Reichsbehnausbesserungswerk).
- 2. As of early February 1951, the mechanical equipment of Plant I comprised one main workshop building equipped with lathes, milling machines, boring and drilling machines, a large boring plant, a precision boring plant, and a crank-shaft lathe. There was also an annex workshop building with a toolmaking workshop, a tool and accessories room, a workshop for making fittings and purms, and a second annex workshop building with an engine test stand.
- Since the plant installations were not adequate to meet the quota of the Five Year Plan, planned expansion work included a workshop building with a floor area of 1,400 square meters, to be completed by July 1951 for Plant II, and an assembly shon to be completed by the same date. Negotiations to obtain the necessary large machines were under way. A warehouse and an apprentice workshop with a boarding school for 300 apprentices are to be completed by 1952. Plant I will not be used by the Dieselmotorenwerk after the expansion work within the present Plant II has been completed. Castings for the Diesel engines will be sumplied by VEB foundries in Torgelow and Pasewalk.
- In addition to repairing mechanical installations and Diesel engines of every description, the plants produced net winches and three-cylinder, four-cycle, 100-hp. diesel engines. The 100-hp. Diesel engines and parts for the net winches were produced in the main workshop building. The winches were also assembled in this building. The Diesel engines were tested for 130 hours. In 1950, eighty engines of this type were built and the projuction was gradually increased. It was estimated that in early February 1951, one engine could be completed every third day. The engines are said to be for fishing cutters built at the Schiffs- und Bootswerft Gehladorf and the Boddenwerft Damgarten (both TVB TVW). In early felerary, repairs were made only in Plant II, which had only one workshop available.*

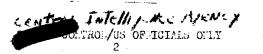
Under the Five Year Plan, the plant is to build Diesel engines for seagoing ships with carrying capacities of 9,500, 6,000, 3,000, and 1,200 tons. The ships will be built in Vismer and in the Warnow-Werft (VVB Hoc seeschiffbau), CONTETTENTIAL

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- 6. In February 1951, the designing office was working on the development of two-cycle engines of 300, 1,000, and 2,000-79, and had completed the designs of the 300 and 1,000-79, engines. Development and designing work on the 1,500-79, engine was temporarily interrupted in layor of the 2,000-79, engine. No substitute materials will be used in the construction because such natorials were refused by the Russians.
- 7. The two plants have a total of 1,500 amployees of whom 10 percent are women. Plant I employs 700 persons and Plant II employs 800 persons. The managing director of the entire plant is one Kapp (fmu), the managing engineer allegedly is one Minboch (fmu); the production manager is one Minbo (fmu), and the operating manager for Diesel construction is one Freeze (fmu).

Comment. Since the number of Piesel engines produced exceeds the number of cutters built in Cohlsdorf and Langarten, it is believed that the 25X1 Diesel engines will also be used to supply other shippards.

Corment. According to previous information, the ships are 1,200, 3,000, 5,000, and 3,000 GRT. Mine ships of 3,000 GRT will be built in Wismar 25X1 and two 5,000 GRT and two 8,000 GRT ships in warnemuende, under the Five Year plan.

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